

CORRESPONDENCE.

We do not hold ourselves responsible for the statements made, or opinions expressed by our correspondents.

In Explanation.

MR. EDITOR:—I desire to correct a statement which appeared in a letter signed "Justice" in the GAZETTE of the 10th inst. Your correspondent states that I "the nominee from the north end would favor * * * allowing the King more veto power." What I did say was that I declined to bind myself to vote against the King's veto, because, in the event of a majority being obtained in the Legislature by corrupt means, there would still be the King's veto to prevent it becoming law. I am not in favor of allowing the King more veto power. In the other views ascribed to me in his letter your correspondent is correct. W. HERBERT PURVIS. Kukuihaele, Hawaii, Dec. 21st.

MR. EDITOR: In your paper of December 10th there is an article written by one who terms himself "Justice." Now, I should like to ask if "Justice" was at the so-called meeting, or at home nursing the children? I think the latter, as there is a certain class of people who dare not go anywhere. The night of the so-called meeting was anything but a blustering and windy night. If Messrs. Purvis and Marsden were like a great many more, to say one thing and do another, they could command every vote in the district, even to the missionaries, who can do a little jockeying on the outside. Now, Messrs. Purvis and Marsden are independent and far above anything like that, and if they are elected, I am sure they will do justice to the country and every citizen in it. Yours, OBSERVER.

Palman Qui Meruit.

MR. EDITOR: I notice in your valuable paper of December 17th an article on the S. S. China, where it says that "Captain Seabury will show what is in the steamer." Is it the bridge or the saloon that he is going to show? It surely can't be the speed of the ship, as I understand that that department is under the charge of the chief engineer. It is a well known fact that if a steamer makes a fast passage it is the captain or master who gets the credit of it; but on the other hand, if the steamer is behind time, the engineer gets the credit of that. Now at the present day an engineer's duties are not the same as they were twenty years ago; the duties are far more at the present day. First, he has the main engines that propel the ship, all necessary pumps and connections with it. Secondly, he has all the auxiliary pumps for pumping from different parts of the holds, also the pumps used in case of fire. Third, he has the refrigerating machinery, which is a very responsible job when you consider he has all the provisions under his charge in the refrigerating chambers, should anything give out with his refrigerating machinery, all the provisions are spoiled. Fourth, there is the electric light engine which is also under his charge, he is held responsible for that. Fifth, the cargo appliances, either steam winches or hydraulic. This is no small job of itself, more so, when you get ignorant people working at them, and I have seen many a good winch spoiled with a certain class of men, such as putting a large hawser round the drum of the winch and holding them when the main engines were working, something had to go, either the hawser or the winch, very often the latter, this is going in and out of port. Sixth, then comes the steam steering engines; these are all under the chief engineer's charge, also the steam appliances connected with the kitchen and pantry, also the condensing apparatus, the water for sanitary purposes. Perhaps some of your readers might enlighten me if a steamship's master or captain's duties have increased this last twenty years or not? I think not; rather the contrary. His sextant is the same, or a little improved; his charts are of a later date and the soundings are more accurate. I think myself that the engineers ought to get a little more credit than they do. There is no person who really knows the laborious work there is in a large ship's engine room, and I am sure if the outside world knew more about it they would never pass an engineer without lifting their hats to him. J. S. M.

Preceding the great fire of 1872 were the so-called "ten great fires of Boston." These included that of 1760, which destroyed 349 buildings, rendering 1,000 people homeless. The fire of 1711 destroyed the town house, the old meeting house of the First Church and 100 dwellings. In 1702 three warehouses were blown up to prevent the spread of a fire, and much property destroyed. In 1679 a fire consumed all the warehouses and many dwellings, with the vessels in the dock. In 1676 another fire burned forty-six dwellings and other buildings, including a meeting-house. By a strange coincidence the Boston burned lately is included in that destroyed by Boston's great fire, that of November 9, 1872.—Boston Transcript.

HAWAIIAN FOREIGN OFFICE LIST.

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Foreign Legations and Consulates in the Hawaiian Kingdom.

Table with 4 columns: COUNTRY, NAME, RANK, DATE OF EXEQUATUR/COMMISSION. Includes entries for United States, Great Britain, Portugal, Japan, France, etc.

List of Foreign Consuls Resident in the Hawaiian Kingdom.

Table with 4 columns: COUNTRY, NAME, RANK, DATE OF EXEQUATUR. Includes entries for United States, Italy, Netherlands, Sweden & Norway, Denmark, Germany, Spain, Russia, Great Britain, etc.

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